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**Listing of Claims:**

1. (canceled)

2. (currently amended) The universal fixing member according to Claim 12, 13, characterised in that ~~the first pivot pin~~ the axis of the pivot(4) is situated at a distance from ~~the second pin~~ the adjusting and locking pivot (6).

3. (canceled)

4. (currently amended) The universal fixing member according to Claim 3, 14, characterised in that the first part (2) consists of two pieces (22, 23) intended for pre-setting(pre-adjusting) capable of sliding with respect to each other, one (22) of the two pieces supporting the drive device (3) so as to enable the latter to pivot about ~~the first pivot pin~~ the axis of the pivot(4), the other one (23) of the two pieces being connected to the second part (5), ~~so as to allow the said mutual pivoting.~~

5. (canceled)

6. (canceled)

7. (canceled)

8. (currently amended)The universal fixing member according to Claim 12, 13, characterised in that the said adjustment means comprise, on one of the parts of the fixing member, a first serration (26) extending in a first arc of curvature having ~~the second pivot~~ the adjusting and locking pivot (6) as its centre and, on the other part, a second serration (27) capable of cooperating with the first and extending in a second arc of curvature having ~~the second pivot~~ the adjusting and locking pivot (6) as its centre as well as means of clamping the two parts with their respective serrations mutually engaged.

9. (currently amended)The universal fixing member according to Claim 12, 13, characterised in that the said driving device (3) includes a motor (21) arranged so as to ~~drive in rotation a drive wheel (11) able to act by friction on the bicycle wheel.~~ all types of vehicle to which the present invention applies, which is capable of acting on one of wheels of such a vehicle or by another drive method, i.e. directly on the ground or by airscrew.

10. (currently amended)The universal fixing member according to Claim 12, 13, characterised in that the first part (2) has several pivot seats (12) for adjusting the position of ~~the first pivot pin~~ the axis of the pivot(4) as required.

11. (currently amended)The universal fixing member according to Claim 12, 13, characterised in that, in the second part (5), the said fastener (7) supports an intermediate element (28) in an angularly adjustable manner.

12. (cancelled)

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13. (new) A Member (1) for universal fixing a device for driving a bicycle wheel, comprising  
- a single fastener (7) adapted either to the handlebars or the foot of the saddle, or to the frame of any bicycle or vehicle to be powered.

- a first part (2) to which a drive device is connected so as to be able to pivot freely about an axis of the pivot (4),

- a second part (5), which is connected to the first part (2) so as to allow mutual adjusting between them about an adjusting and locking pivot (6) and which comprises the said fastener (7), and

-adjustment means (17-19; 26-27) capable of definitively, for a given installation, fixing the first part (2) with respect to the second part (5).

14. (new) The universal fixing member according to Claim 2, characterised by the incorporation of an apparatus to alter the travel (22-25) for a setting which remains fixed between the axis of the pivot (4) and the adjusting and locking pivot (6), being able to pivot only where this has been preset for a given installation.

15. (new) The universal fixing member according to Claim 13, characterised in that the said adjustment means comprise, on one of the parts of the fixing member, at least a first orifice (17) extending in an arc of curvature having the adjusting and locking pivot (6) as its centre, and, on the other part (2), a second orifice (18) serving as a housing for the braced sliding screw, which allows the slotted parts to be fastened (17) when the chosen setting is reached. This system is not limitative and aims to cover all variants on this theme such as those described on page 3, in line 5 (For the second (figure 7), adjustment...)

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And to give it a new purpose, in my case, for figure 7, to open or close a universal arm to attach a motor to a bicycle. (And not to adjust handlebars)

It seems to me a little as though all new inventions which include, for example, a ball bearing or a wheel or springs, or a resistance, etc., can no longer be the subject of a new patent, since that element would already be known. There is also the fact that Mr Weidner's system is designed to adjust bicycle handlebars, and is not a universal arm to attach any handlebars to any bicycle. It therefore seems to me that the mere resemblance of the setting system is not an adequate reason for preventing me from using the same adjustment principle for my universal arm.. I can also fit my universal arm to vehicles other than bicycles and indeed, to bicycles which were not invented by Mr Weidner. Everyone has something to contribute. (although I risk repeating myself, there have been a multitude of similar adjustments on a whole range of other devices over the years)

Remarks concerning the "Mr Sinclair" patent (USPN 6, 497, 299)

Firstly, it can be seen that the Sinclair device is to be mounted on a bicycle using **three mounting points**, while mine requires only **one** whilst demonstrating considerable flexibility in usage. While the Sinclair system is attached both to the frame (one mounting point) and the handlebars (two mounting points) while permitting only one form of motor, mine can be attached to any form of light vehicle and allows the attachment of various forms of motor (petrol engine, electric motor, etc.) while using only a **single mounting** which, in the case of a bicycle, could be located either at the **base of the handlebars** or at the **base of the saddle**.

The originality of my invention does not lie merely in this observation since a careful